

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY FEBRUARY 24, 2014, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

M I N U T E S

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Vice Chair, Larry Ruggiero, Gregory Cota, William Schuyler, Mary White, Kevin Posey and James Lewis.

BOARD MEMBERS ABSENT: None were absent.

STAFF MEMBERS PRESENT: Rich Baier, Director, Transportation and Environmental Services, Sandra Marks, Acting Deputy Director, Transportation and Environmental Services, Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Carrie Sanders, Bicycle and Pedestrian Program Manager, Christopher Spera, City Attorney, Hillary Poole, Complete Streets Coordinator, Kathleen Leonard, Public Information Officer and Chris Dowling, Traffic Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the January 27, 2014, Traffic and Parking Board meeting minutes: Mr. Cota made a motion, seconded by Mr. Lewis, to approve the minutes from the January 27, 2014, Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** There were no reports or updates from City Staff.

PUBLIC HEARING:

4. **ISSUE:** Recommendation on review of the Director's decision to remove parking on King Street from West Cedar Street to Highland Place in order to install bicycle lanes and associated pedestrian and bicycle improvements.

STAFF PRESENTATION: City Attorney, Chris Spera updated the Board on the issues that had been petitioned to the Board after the Director's decision to move forward with the King Street Bike Lanes project, and stated that Mr. Baier's decision did not violate City Code in any way. T&ES Director, Rich Baier, presented to the Board the reasons to which his decision to move forward with the King Street Bike Lanes was made. This presentation included the overall goals of the King Street Bike Lanes, details of the proposed plan, design guidelines for road ways and bicycle lanes, modifications made to the plan to respond to safety concerns voiced through detailed public outreach, considerations of alternate solutions and why the City does not recommend them, and an overview of the extensive data collection and analysis conducted by City Staff.

Mr. Posey noted that the parking spaces being removed were the parking spaces that are not currently being utilized by the residents, while the parking spaces that are remaining are the ones being utilized by the residents. Mr. Lewis stated that he believes with such a low number of bicyclists using the bike lanes, it will not act as a traffic control measure to reduce speed, as the City indicated. Ms. White asked if bicyclists would be allowed on

the sidewalk along King Street should they be inexperienced or they do not wish to use the bike lanes. City Staff stated that this would be considered for the safety of these bicyclists who do not wish to use the bike lanes. The Assistant General Manager of DASH, stated that 10.5 foot wide travel lanes are a common occurrence in the City of Alexandria that DASH drivers travel on every day. He stated that DASH is in support of the bike lanes and believes that they will act as a traffic calming measure on King Street. Mr. Schuyler stated that the City was told by the Board in November to come back to the Board with a solution that was a compromise between City Staff, bicyclists, and the residents near this section of King Street. Mr. Baier stated that the City worked with residents and altered its original plan by leaving the parking spaces between Janney's and Highland. He also stated that the City looked at many alternate solutions, but none were in the best interest of safety.

Mr. Schuyler made a motion, seconded by Mr. Ruggiero, to recognize any comments that were made during the November meeting, and that the Board would accept them to be valid testimony to tonight's meeting as well. The motion carried unanimously.

PUBLIC TESTIMONY: Below is a summary of the speakers during the public testimony for the King Street Bike Lanes.

SPEAKERS	
Speaker Name	Comments
Jim Durham	As the Chair of Alexandria BPAC, the speaker supported the plan stating that policies adopted by City support access to public transit, safety, mobility options, access to transit, traffic calming and that Alexandria is the most congested city in Virginia. The proposed plan creates a safer environment by providing separation between sidewalk and motor vehicle lane and a safe on street route for cyclists.
Lisa Kaplowitz	The speaker lives on King Street, and supports the plan because she is a cyclist who will not bike on King Street in its current configuration. Traffic calming and the buffer on the south sidewalk is needed for pedestrians, and biking policies in city will benefit Alexandria as a whole.
Peter Gorman	The speaker is an Alexandria resident and representative from Coalition for Smarter Growth and is representing 1000 Alexandria members in support of the plan. He is familiar with Alexandria planning issues and supports balanced management of road to improve safety, mobility options and access to transit. He stated that the bike lanes will act as buffer, pedestrians will not feel at risk, vehicles will be more aware of cyclists and narrow travel lanes will reduce speed and improve safety.
Scott Barstow	The speaker is the Chair of the Alexandria Environmental Policy Commission and asked the board to accept the original proposal with designated lanes all the way up King Street. The commission endorsed the compromise project plan. He asked commission members that were present to stand and seven people stood up. He cited studies that show how reduced speed will follow will traffic calming and that most accidents occur where there are no designated bike lanes.

Bruce Dwyer	The speaker is an Alexandria resident and member of the Washington Area Bicyclists Association, which has 3000 supporters in Alexandria. He supported the plan stating the need for traffic calming due to the high speeds of vehicles on King Street and need for pedestrian improvements.
Sue Gunter	The speaker lives one block south of King Street on Braxton Place. She is a pedestrian and cyclist who regularly uses King Street. She supports the plan and stated that the bike lane will act as buffer for pedestrians on the south sidewalk and that the 2008 pedestrian and Bicycle Mobility Plan calls for buffered sidewalks along King Street.
Robert Dunn	The speaker lives just off King Street and is a regular user of the roadway. He supports the plan and stated that the present configuration is unacceptable. He questions whether the community wide good is more important than losing underutilized on street parking.
Randolph Dingwell	The speaker supported the plan stating that the City's Transportation Master Plan states that sidewalks along arterial roadways should be well buffered and that the public should trust the experts on the matter of safe roadway design.
Natasha Garcia Andersen	The speaker is a Taylor Run resident who chose to live in Alexandria because it is very pedestrian and bike friendly and is a member of a one car family. She and her husband support the plan.
David Kaplan	The speaker supported the plan stating that bike lanes are a must as more bicycling will follow with increased transit options and without bike lanes cyclists will continue to use sidewalk. Many metro users use sidewalk and this number will increase. Pedestrian cyclist conflicts are inevitable and improved walkability should be a common goal throughout the city.
Jerry King	The speaker is the Vice Chair for pedestrian for Alexandria BPAC. He supports the plan stating that federal policy considers it appropriate, city policy recommends it and that safety along King Street is a concern for pedestrians and bicyclists both. Getting drivers off the road is essential for the future of Alexandria.
Dan Mehaffey	The speaker supports they plan and stated that the bike lanes will remove pedestrian and bike conflicts, will encourage drivers to slow down and will provide a buffer from pedestrians.
Betsy Biffl	The speaker supports the plan and stated that safe alternate transportation will provide access to TC Williams High School, the Chinguapin Recreation Center and other transit options.
Eric Wagner	The speaker supports the plan and cited success of Commonwealth Avenue Bike lanes. He opposes sharrows.
Margaret Zalenska	The speaker supports the plan and stated that she rides bikes with a tandem group for the blind. The lanes on King Street would provide a safe route and promote more active lifestyles.
Eric Birkhauser	The speaker supports bike lanes and traffic calming. He is a cyclist who has had many close calls on King Street and supports the plan.
Anna Pecora	The speaker is a representative for Spokes, Etc. Bike Shop. She has been riding bikes in Alexandria since she was 7 years old and believes more bike lanes will provide a safer environment and will encourage people to stay and shop local.

Dan McNulty	The speaker supports the plans and does not believe sharrows are the solution for cyclists and they don't provide any benefits for pedestrians or traffic calming.
Jake Jakubek	The speaker is the Vice Chair for Cyclists for BPAC. He supports the plan and cites studies that show that 10-11 foot lanes will not decrease safety and that streets with more pedestrians and more bikes are actually safer.
Scott Binde	The speaker supports the plan and stated that multi modal transportation makes Alexandria an attractive place to live.
Angus Hendrick	The speaker supports the plan and states that it is a good compromise between the City and residents.
Elizabeth Wright	The speaker is the chair of Holmes Run Park Committee and supports the plan. She is in favor of implementing Complete Streets.
Dave Levy	The speaker supports the plan and stated that taking away on-street parking from people with off-street parking is not a reason to deny this plan.
Randy Cole	The speaker supports the plan and stated that traffic demand will continue to get worse and other transit options are necessary,
Lindsey Bachman	The speaker supports the plan and stated that sharrows would not work but that she does recognize parking demand.
Tom Walczykowski	The speaker did not support the plan and stated that the core of residents in Alexandria are people who need cars. He recommended footnotes included in presentations be highlighted by staff.
John Patterson	The speaker is the Director of VeloCity co-op. He supports bike lanes, the quality of plan and providing safety and mobility for all users.
Christian Myers	The speaker is a cyclist who supports the plan and stated that this is a direct route since he would not bike on Duke Street.
Ellen Stanton	The speaker lives on King Street and opposes the proposal. She stated the safety concerns present at the King Street and Janneys Lane intersection and suggested traffic calming on King Street west of Janney's Lane. She stated that she was not concerned with the loss of parking.
A. Maitland Bottoms	The speaker is an Alexandria resident who supports the plan.
Craig Hudson	The speaker lives at Janney's Lane and King Street and does not support that plan. He stated that traffic is unsafe and adding more traffic to already busy road will be more dangerous.
Melissa McMahon	The speaker supports the plan and stated that she supports staffs analysis and believes complete streets make for a better place to live.
Kevin Palmer	The speaker did not support that plan and stated that heavy traffic, which is dangerous especially during adverse weather conditions, make the street unsafe for bike lane. He noted that only .01% of traffic on King Street is cyclists.
Kathryn Watson	The speaker did not support the plan and stated that it is dangerous going up over hill on highland on King Street and she was worried she would hit a cyclist. She responded to a question by Mr. Posey stating she would not alter her route if bike lanes were installed.

Jesi Carlson	The speaker is the president of the Taylor Run Citizens Association and stated that she supports the pedestrian safety measures in the plan but not the bike lanes. She believes there is still a compromise to be made.
Judy Miller	The speaker was speaking on behalf of Marguerite Lang, the President of the Rosemont Civic Association, and she did not support the plan. She stated that there is no alternative parking nearby for residents of King Street.
Judy Miller	The speaker did not support the plan and stated that Proposed plan will devalue properties on King Street.
Richard Johnson	The speaker lives on King Street did not support that plan and reminded the Traffic and Parking Board that there is a petition from last meeting with 87 signatures against the project.
Louise Welsh	The speaker lives on King Street and opposes the proposal. She stated concern for a plan that does not have bicycle connections at either end.
Rachel Malleck	The speaker lives at 2509 King Street and opposes the plan. She urged the board to maintain their decision, has concerns for safety and believes the City is ignoring citizen input.
Amy Lehmkuhler	The speaker recently moved to King Street and opposes the plan. She does not oppose the pedestrian improvements but does oppose bike lanes and states that the parking spaces are used for parking and as a buffer for driveway access.
Rich LaFalce	The speaker lives on King Street and opposes the plan. He shared video of bike lanes on Janney's lane and stated that cars are using bike lanes on Janneys to pass other vehicles waiting at light. He walks to metro every day and stated that pedestrian enhancements can be made without bike lanes.
Brooke Curran	The speaker lives at 2413 King Street and opposes the plan. She believes the bike lanes will be unsafe and nonprofessional cyclists will not be safe on this road. She uses the parking for charitable events, meetings benefitting charities, parties, family, etc.
Nick Rogers	The speaker supports the plan and stated that King Street is trying to fulfill many demands with the infrastructure in place. He noted that alternate routes are lengthy and through private properties.
Darlene Johnson	The speaker lives at 2210 King Street and opposes bike lanes. She believes they will be unsafe and are unnecessary.
Peter Watkins	The speaker supports the plan and stated that he rides a cargo bike with his children. He noted things that limit bike trip such distance, slopes and perceived safety.
Jonathan Krall	The speaker supports the plan and is in favor of bike lanes toward TC Williams as well. He stated that more people would bike if they felt safer and there were more accessible bike routes.
Frank Buckley	The speaker opposes the plan and disagrees with city solicitor about legality. He believes alternative routes should be considered.
Lynn Lawerance	The speaker opposes the plan and stated that she uses parking spaces to load and unload occasionally. She asked how to handle trash and leaf collection when it is currently left in the bike lane.
David Beckmann	Masonic Temple route does open up common ground for this issue, 7% grade was only opposing point to this route, alternatives be explored by City,

Dino Drudi	The speaker opposes the plan and stated that the board should recommend to council the same as it did before. He believes the City did not do enough research.
Andrea Hamre	The speaker support bike lanes and noted that 10.6% of households in Alexandria have no automobile and 50% have one car in a city where the average household size is 2.2. She cited studies that show that people want separate facilities because it creates more predictable traffic patterns.
Jason Bonin	The speaker lives on King Street, walks to metro, feels safe walking up King Street and does not support the plan.
Lisa Scanlon	The speaker does not support the plan and believes that narrow lanes will make King Street more dangerous and replacing parking is not fair to residents.
Total:	33 speakers supported and 21 opposed the Director's decision

BOARD DISCUSSION: Mr. Posey expressed concern about the lack of assurance from the Masonic Temple concerning keeping a bike route through the temple grounds open and maintained and was concerned about liability issues.

Mr. Posey indicated that safety is the number one issue and that the Board had heard that King Street was unsafe from the majority of the people who spoke.

Mr. Schuyler indicated that the proposal for bicycle lanes does not adequately address the needs of the population that is the most directly affected. Their input should be recognized wherever possible. At the November meeting, the Board asked staff to go back to the community and take extra steps reaching out to the local residents and bicyclists to achieve consensus. That did not happen.

Mr. Posey asked why Mr. Ruggiero found the compromise plan unsafe. Mr. Ruggiero indicated that he would respond via Twitter.

BOARD ACTION: On a motion by Mr. Ruggiero, seconded by Mr. Schuyler, the Traffic and Parking Board voted to reject the Director's decision to install bicycle lanes on King Street, for safety reasons, and to defer for 60 days to allow proponents and opponents of the plan time to develop a compromise solution. The motion carried on a vote of five to two with Mr. Schuyler, Mr. Ruggiero, Mr. Johnson, Ms. White and Mr. Lewis voting for the motion and Mr. Cota and Mr. Posey voting against the motion.